

**CITY OF LODI
INFORMAL INFORMATIONAL MEETING
"SHIRTSLEEVE" SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, OCTOBER 7, 2003**

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, October 7, 2003, commencing at 7:03 a.m.

A. ROLL CALL

Present: Council Members – Beckman, Hansen, and Howard

Absent: Council Members – Land and Mayor Hitchcock

Also Present: City Manager Flynn, Deputy City Attorney Schwabauer, and City Clerk Blackston

B. CITY COUNCIL CALENDAR UPDATE

City Clerk Blackston reviewed the weekly calendar (filed).

C. TOPIC(S)

C-1 "San Joaquin Council of Governments Update"

City Manager Flynn commented that issues have been raised regarding whether the north county is getting its fair share of infrastructure improvements. He suggested that rather than widen roads near Tracy to accommodate the large number of commuters, it may better serve to improve the quality of life for these residents to exert effort toward moving businesses from the Bay Area to San Joaquin County. Another alternative would be to provide adequate housing in the Bay Area, which would eliminate the need to commute from long distances.

Public Works Director Prima introduced Steve Mayo, Regional Planner, and Mike Swearingen, Senior Regional Planner, with the San Joaquin Council of Governments (SJCOG). He noted that SJCOG plays an integral role in transportation funding and has a responsibility to consider projects from a regional perspective.

Mr. Swearingen read SJCOG's mission statement: "Partner with local governments, private sector, and community groups as a forum, facilitator, and administrator of regional programs and to advocate for regional and interregional issues in the development of a comprehensive strategy to achieve resolution." He reported that the SJCOG Board consists of one elected official from each jurisdiction, with two representatives from Stockton, and two from the San Joaquin County Board of Supervisors. He noted that SJCOG is also designated as, or responsible for, the following:

- Metropolitan planning organization;
- Regional transportation planning agency;
- Local transportation authority;
- Habitat planning agency;
- Airport land use commission;
- Commute connection;
- Freeway service patrol;
- Interregional partnership;
- Measure K implementation and renewal process;
- Habitat conservation plan;
- Regional transportation impact fee; and
- Air quality planning.

Mr. Swearingen reported that each year SJCOG organizes the annual One Voice trip to Washington D.C., at which stakeholders from the region work with congress members and senators to lobby for federal funding. To date \$36 million has been secured due to this effort. He stated that the Measure K half-cent transportation sales tax generates \$37 million annually, which is designated as follows:

- 35% – Lodi street repair program;
- 32.5% – Rail and bus;
- 25% – Congestion relief; and
- 7.5% – Railroad safety crossings.

Mr. Swearingen noted that Lodi receives \$796,000 a year in local street repair funds from Measure K. Measure K sunsets in 2011 and renewal efforts are now underway. It is hoped to have the Measure K renewal on the ballot in 2004, which will require a two-thirds majority vote for approval.

The Habitat Conservation Plan examines issues related to development, agriculture, public plans, and endangered species. Preserves that have been acquired for the Plan include:

- 310 acres – McDonald Kit Fox preserve;
- 27 acres – Cabral Island;
- 380 acres – Nuss Farms; and
- 324 acres – in Farmington.

Mr. Swearingen stated that the Regional Transportation Impact Fee is still in the development stages and Council will be provided an update at a future meeting. He reported that there is an effort to create a separate air quality planning area for the counties of San Joaquin, Stanislaus, and Merced within the eight county San Joaquin Valley Air Pollution Control District. The Commute Connection promotes carpooling, bicycling, vanpooling, and the use of public transit. Due to this program in 2002 there were 2,766 cars removed from roadways, which equates to 103 miles that were not traveled and 3,500,000 pounds of pollutants that were removed. He noted that anytime there is a land use decision that falls within the sphere of influence around airports, it comes to the SJCOG Airport Land Use Commission. He explained that the Interregional Partnership is an endeavor between the Bay Area COG, Stanislaus COG, and SJCOG to deal with the jobs/housing imbalance by establishing infrastructure financing districts and job opportunity zones within these areas.

In reply to questions posed by Council Member Hansen, Mr. Swearingen explained that the private industry dedicates funds to support the effort toward the Measure K renewal process. A \$96 million project has been suggested to widen the area of Interstate 205 through Tracy and the Altamont to eight lanes. In the next five years, Bay Area Rapid Transit (BART) is planning to make the link between Pleasanton and Livermore. Other alternatives include bus rapid transit and Altamont Commuter Express to Livermore to connect with BART.

Mayor Pro Tempore Howard noted that it is important to consider rail and transportation improvements from Lodi northward, not just south through Tracy. In addition an awareness of what percentage of dollars from San Joaquin County goes toward the southern portion of the connection would be prudent, considering that for Lodi, a significant portion of the population travels north.

Council Member Beckman asked how much money Lodi contributed into Measure K in 2002. Mr. Prima replied that Lodi represents 11% to 12% of the revenue, which would have amounted to nearly \$4 million in 2002.

In response to Council Member Hansen, Mr. Swearingen estimated that the segment of Kettleman Lane to Harney Lane would go into construction during 2003-04. In reference to the Regional Transportation Impact Fee, Mr. Swearingen explained that once it is approved by the SJCOG Board it would be submitted to each jurisdiction for their endorsement. The San Joaquin Partnership is conducting an in-depth study regarding impact fees placed on development and the compounding effect of these fees. The results of the study will be presented at the next Regional Transportation Impact Fee Policy committee meeting.

D. COMMENTS BY THE PUBLIC ON NON-AGENDA ITEMS

None.

E. ADJOURNMENT

No action was taken by the City Council. The meeting was adjourned at 7:55 a.m.

ATTEST:

Susan J. Blackston
City Clerk